

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia

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SUBJECT Brno Directorate of the Czechoslovak State
Railways: Station Locations and Strategic
Switchoffs

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1. The area of the Brno Directorate of State Railroads comprises several important rail transportation centers such as Brno, Breclav, Jihlava, Veseli nad Moravou (Veseli n/M), and several smaller centers such as Hrusovany nad Jevišovkou (Hrusovany n/J), Znojmo, Kojetin, Nezamyslice, etc.; the latter, however, are far less important than the former. The rail network of the Brno Directorate is depicted in Figure 1, which includes also two large centers falling under the jurisdiction of other railroad directorates, namely Ceska Trebova (Prague Directorate) and Prerov (Olomouc Directorate).

2. All the above named railroad centers have a great strategic importance. Brno is the largest of them. It has two stations: the Untown Station (Horni Nadrazi), which handles passenger traffic, and the Downtown Station (Dolni Nadrazi), which handles freight (see Figure 2). All trains for the lines enumerated below are assembled here. There is a large boiler room at the Downtown Station and another one at the station in Horni Merspice.

Comment: The term "boiler room" has been substituted for "heating room" throughout this report; the latter term, however, still appears in the accompanying sketches.) The Domotown Station boiler room services all locomotives for the Brno-Jihlava, Brno-Trusovany n/J-Znojmo, Brno-Veseli n/M-Trencianska Tepia, and Brno-Havlickuv Brod lines. The boiler room at Horni Merspice services the locomotives for the Brno-Ceska Trebova, Brno-Breclav-Bratislava, and Brno-Prerov lines. The elimination of these boiler rooms would seriously cripple traffic, since the boiler rooms at Breclav, Jihlava, and Veseli n/M, which would have to take over in such a case, are not sufficiently equipped to handle the job.

3. The Brno stations are not properly built to handle an increased volume of traffic. The Uptown Station (Horní Nadrazi) is practically all built on viaducts: there is an iron viaduct over Koliste Street, then a six-span stone viaduct over Krenova Street, an iron viaduct over Silnicni Street, a viaduct over Kridlovska Street, partly brick and partly iron, and finally, an iron viaduct over the Svatka river. The last one is the most vulnerable. The Downtown is substantially a freight station which, in the event of elimination of the Uptown Station, would also take care of passenger traffic. The Downtown Station is vulnerable at both ends: at the southern end there is the iron viaduct spanning the Svatka River, and at the northern end there

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are two iron bridges, one on the line to Zidenice and to the Vlára Pass (above Plotni Street), and the other one on the line to the Uptown Station over Na Zvonarce Street. All viaducts and bridges are marked on Figure 2.

4. In case of emergency the station at Horni Hespice will be important. It is located on the double-track Brno-Bratislava line. In addition to this primary line, the station has connecting track (called "strojova Kolej") to the Uptown and the Downtown Stations. The Brno-Jihlava line branches off south of the station. The importance of the Horni Hespice Station will rise immediately after the elimination of the Uptown Station. All traffic from Bohemia through Jihlava may be routed from the Horni Hespice Station through the Brno Downtown Station and further through Veseli n/M to Slovakia or directly through Breclav to Bratislava. The station is built on level ground and has no bridge objectives. The elimination of its southern end (where the boiler room also is located) will cut off the connection of Brno with Bohemia through Jihlava and with Slovakia through Breclav.
5. Breclav (see Figure 3a) is another important rail traffic center, where export and import freight are handled in normal times. It is a large train-assembly station with the following connections: Breclav-Brno, Breclav-Bratislava, Breclav-Frerev, Breclav-Vienna, Breclav-Znojmo, and Breclav-Lednice. At the Vienna railhead, just south of the passenger station, there is an iron bridge spanning the Dyje River which was once blown up by the retreating Germany Army. Another vulnerable spot is the boiler room, located at the Brno railhead close to the passenger station. Locomotives for all the above mentioned lines are serviced here. The passenger station at the Brno railhead is being expanded into a so-called "prednadrzi" (advanced station), where freight trains are assembled. The elimination of the station or the destruction of the Dyje River bridge would mean the cutting off of Slovakia through Breclav. (Between the lines to Vienna and to Znojmo there was a large ammunition dump called "Bori Les".)
6. The station at Jihlava (see Figure 3b) is a rail traffic center with single-track lines to Havlickuv Brod, Brno, and Tabor. The freight and passenger trains for all these lines are assembled here. A large boiler room and a machine shop are located at the so-called Kolin railhead. The elimination of this railhead would render the servicing of locomotives impossible. The station is built on level ground.
7. The station at Havlickuv Brod (see Figure 3c) has the double-track line Havlickuv Brod-Konin-Velky Osek and the single-track lines Havlickuv Brod-Jihlava, Havlickuv Brod-Pardubice-Hradec Kralove, Havlickuv Brod-Brno, and Havlickuv Brod-Humpolec. The station is situated on level ground and is being rebuilt. The boiler room, located at the Brno railhead, is smaller and less important than the boiler room at Jihlava. Locomotives of smaller types for the Havlickuv Brod-Brno, Havlickuv Brod-Pardubice, and Havlickuv Brod-Humpolec lines are concentrated here. There is a viaduct spanning the Kolin railhead (the overpass of the road connecting the town with the Army airfield). The Kolin railhead and the lines to Pardubice and Brno are important.
8. From the Veseli nad Moravou station there are single-track lines to Brno, Trencianska Tepla, Nove Mesto nad Vahom, and Kutv. The station has a boiler room servicing the locomotives on these lines. The station is situated on level ground. It can be eliminated by destroying the bridges spanning the Morava River and its shoulders (sic) on the Bzenec-Veseli n/M segment. This station (see Figure 4a) is a relatively important center for traffic with Slovakia. Its importance would greatly increase with the elimination of Breclav.

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9. All the above mentioned eventualities have been considered by the Directorate experts, and the problems that would be created by the elimination of individual centers of rail traffic have been tentatively solved.
10. If Ceska Trebova is eliminated (see Figure 5), traffic to Moravia and Slovakia must be routed from Kolin or Pardubice to Havlickuv Brod. From there it can be routed in two directions. The shorter route would go directly to Brno and on through Breclav to Bratislava or from Brno through Veseli n/M to Trencianska Tepla or Nové Město n/V. The second route from Havlickuv Brod would go through Jihlava to Okrisky and from there to Brno or through Znojmo and Breclav to Bratislava. The first route, the direct line from Havlickuv Brod to Brno, was built as a local line and is therefore less suitable for large transports than the second route.
11. Traffic from Slovakia to Bohemia is routed the same way. The stretch from Okrisky through Jihlava to Havlickuv Brod is a formidable bottleneck, being single track. The traffic from the single-track Brno-Okrisky and Znojmo-Okrisky lines converges at Okrisky and must be carried north from there over the single track. In the other direction, the traffic detoured at Kolin follows a double-track line to Havlickuv Brod; here the traffic detoured from Pardubice joins it, and the combined volume must be pulled through the single-track Havlickuv Brod-Jihlava-Okrisky line before it can be split again in two directions. During the mobilization, the subsequent occupation of Breclav by the Germans, and the break in the Brno-Ceska Trebova line, the above lines were heavily overloaded. All materiel and military transports had to be routed through Jihlava, and in several instances a complete overloading of the line resulted. Trains were delayed as long as 24 hours for lack of locomotives, etc. (The trains on this line need two locomotives as there are sections of rather steep climbing.)
12. The elimination of Ceska Trebova and Jihlava would completely cripple traffic through this region. The detour from Kolin or Pardubice through Havlickuv Brod, Brno, and farther as described above is extremely difficult, since the Havlickuv Brod-Tisnov-Brno has not been completed. Source cannot furnish information pertaining to the detour from Hradec Kralove through Hamusovice, Olomouc, and Prerov, as he is unfamiliar with the capacity of this line.
13. The elimination of Breclav and Ceska Trebova would bring about a situation similar to that in 1938 when the Germans, by the occupation of Breclav and a break in the Brno-Ceska Trebova line, made traffic between the western and eastern sections of the country extremely difficult. Only one line, which was mostly single track, was left to Czechoslovakia, namely the Trencianska Tepla-Veseli n/M-Brno-Jihlava-Havlickuv Brod-Kolin line.
14. The elimination of Brno and Breclav would cripple traffic in this area completely. All traffic between Bohemia and Slovakia would have to be routed through Ceska Trebova, Prerov, and Bohumin.
15. The attached Figures 5-13 indicate the situations created by elimination of the individual railroad centers.

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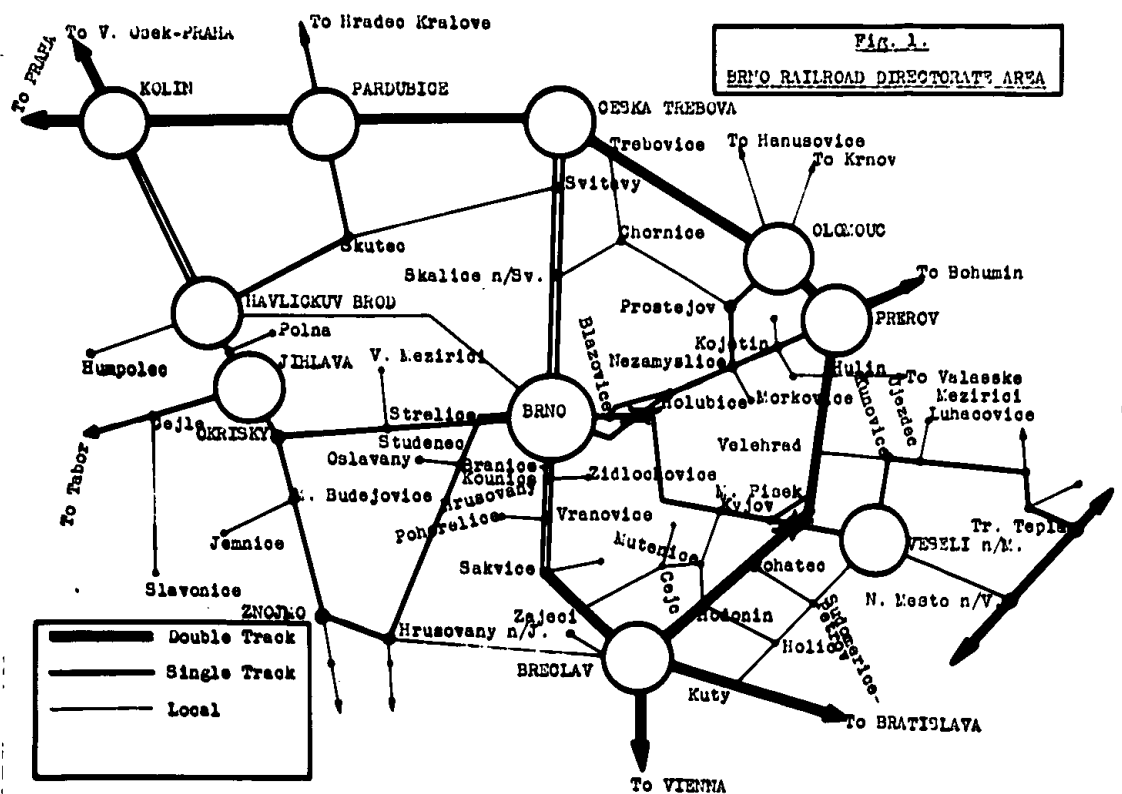


Fig. 8. - BHNO RAILROAD STATIONS

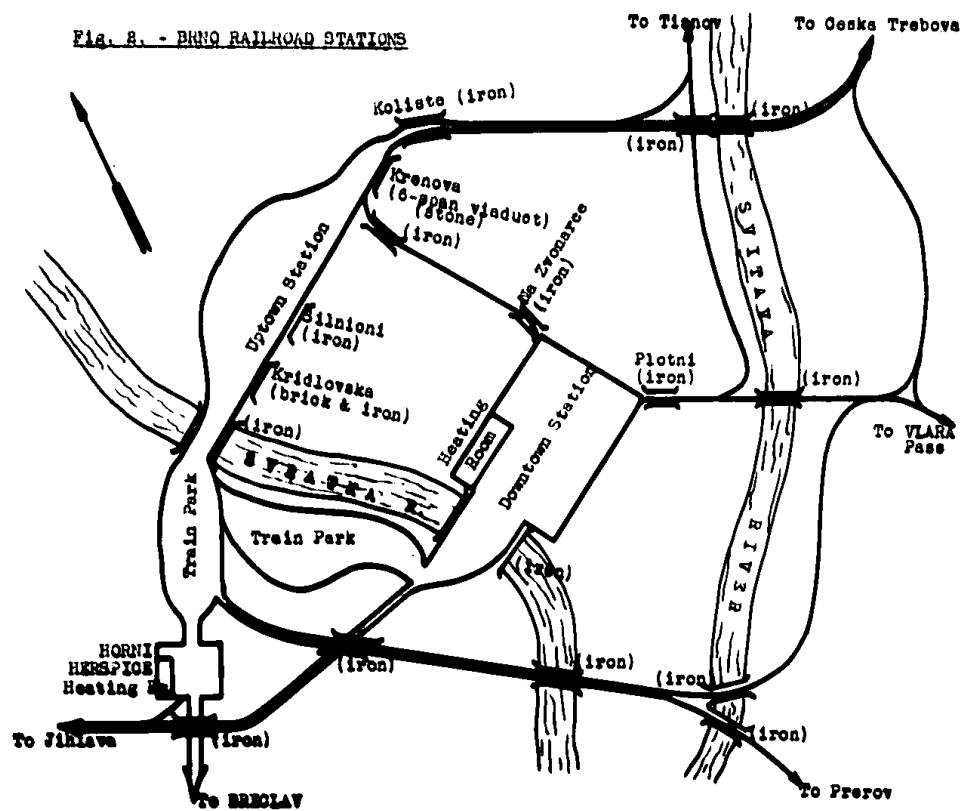


Fig. 3a. - BRISLAV STATION

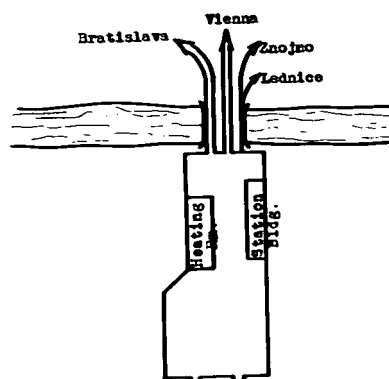


Fig. 3b. - JIHLAVA STATION

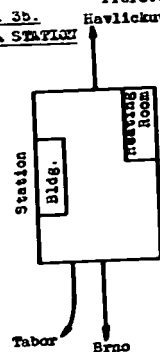


Fig. 3c. - HAVLICKUV BROD STATION

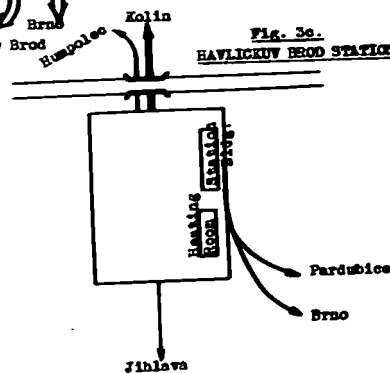


Fig. 4a. - VESKI n/V. STATION

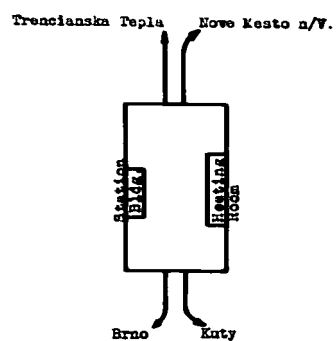


Fig. 4b. - OMRISKY STATION

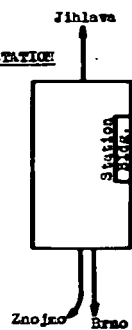


Fig. 5. - ELIMINATION OF CESKA TREBOVA

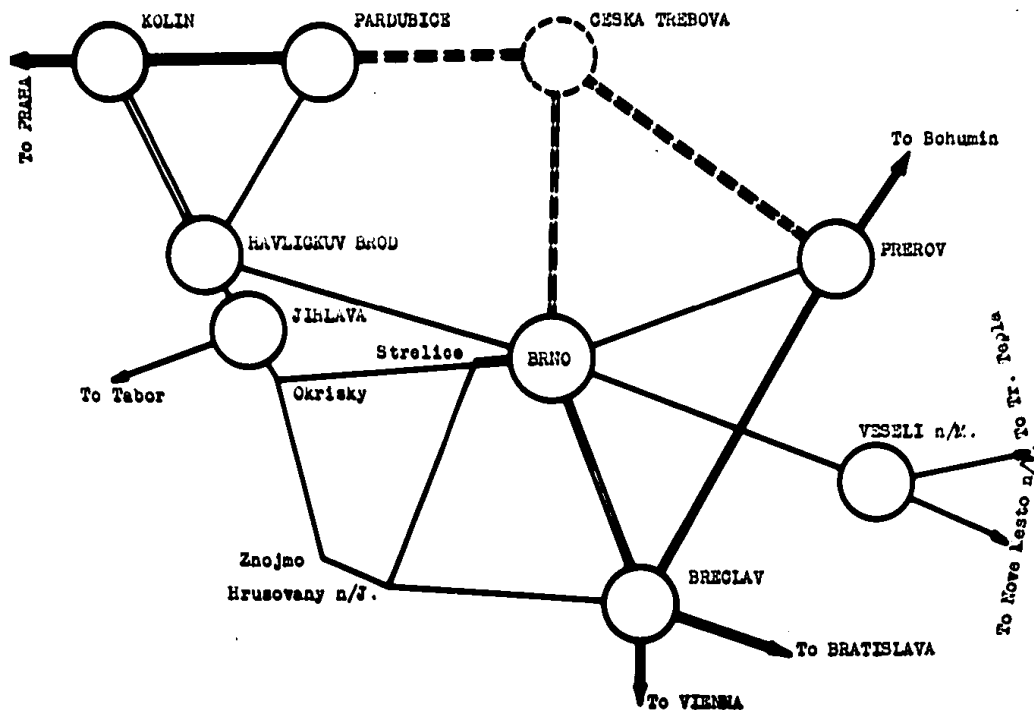


Fig. 6. - ELIMINATION OF HAVLICKUV BROD

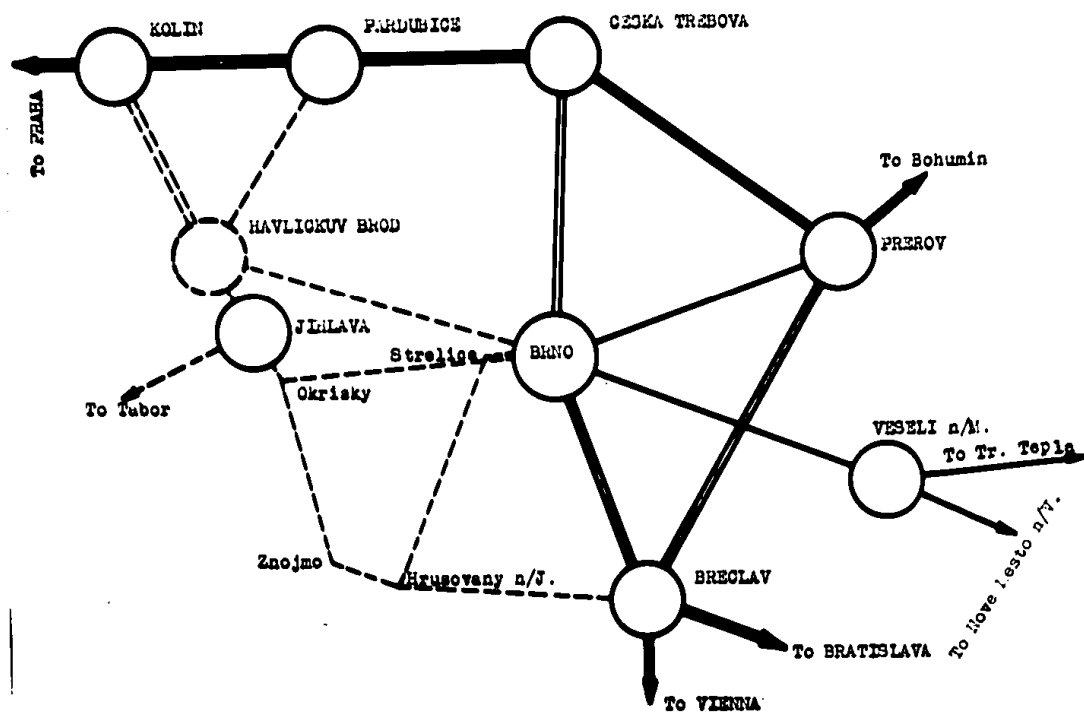


Fig. 7. - ELIMINATION OF JIHLAVA

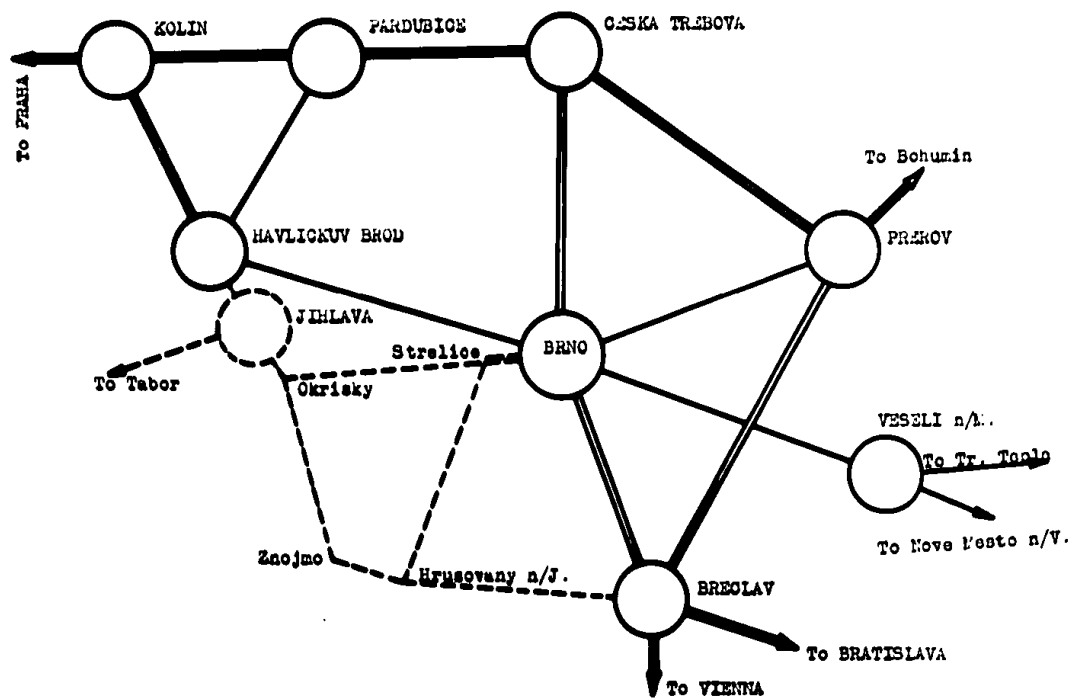


Fig. 8. - ELIMINATION OF BREGLAV

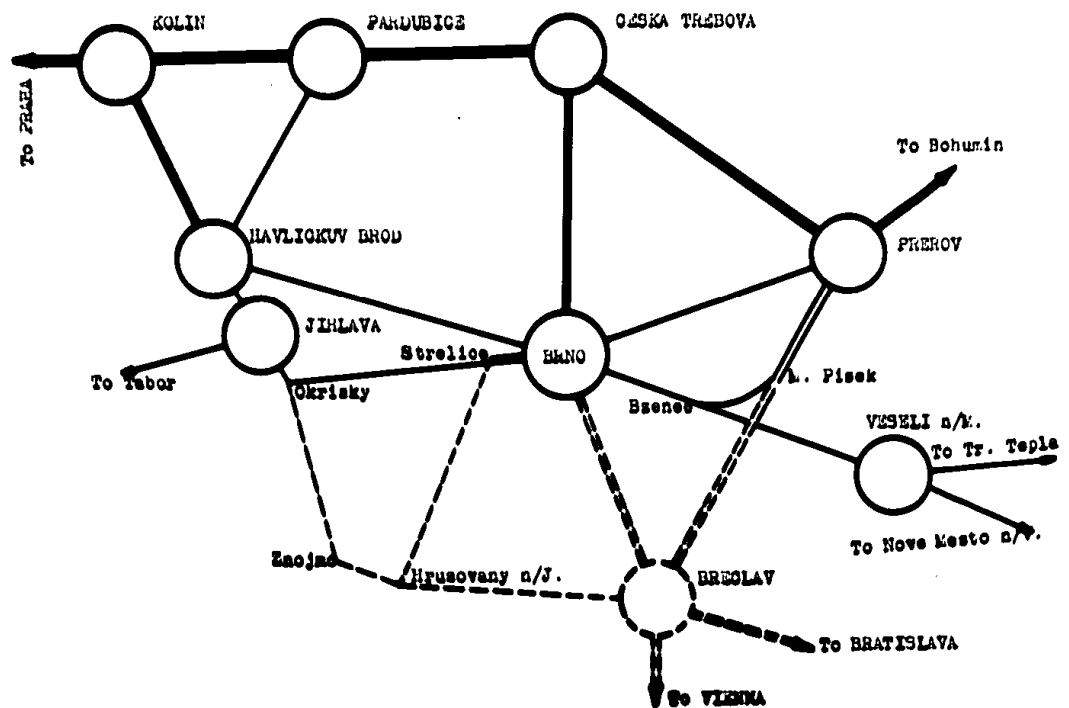


Fig. 9. - ALTERNATION OF VESELY NAD MORAVOU

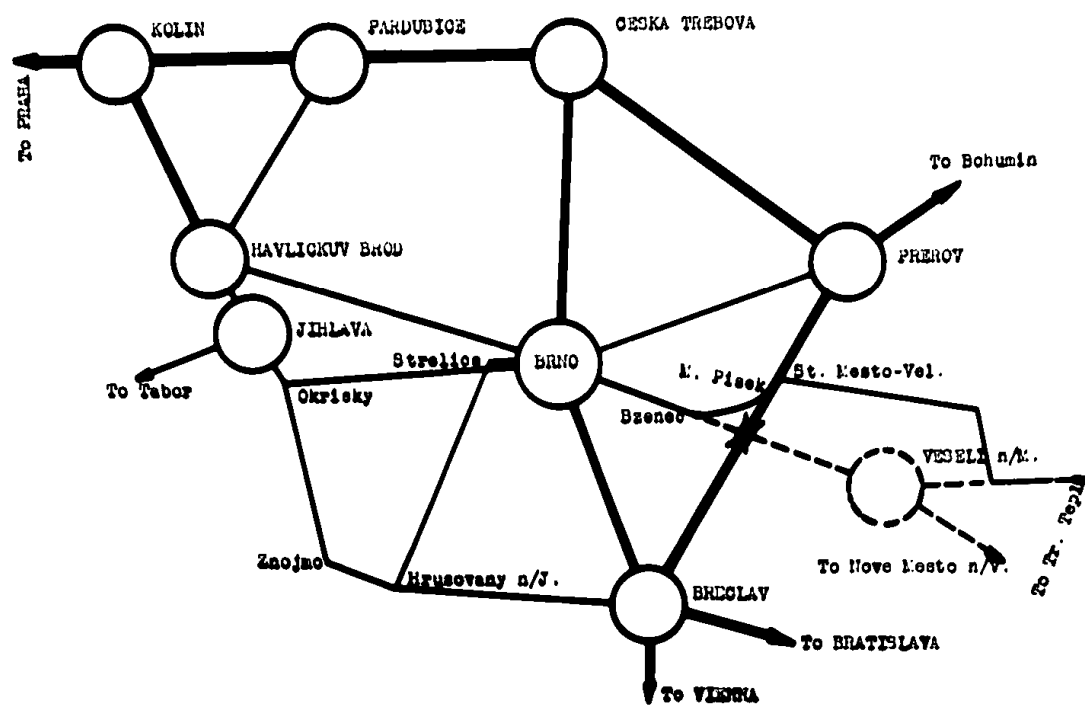


Fig. 10. - ELIMINATION OF BRNO

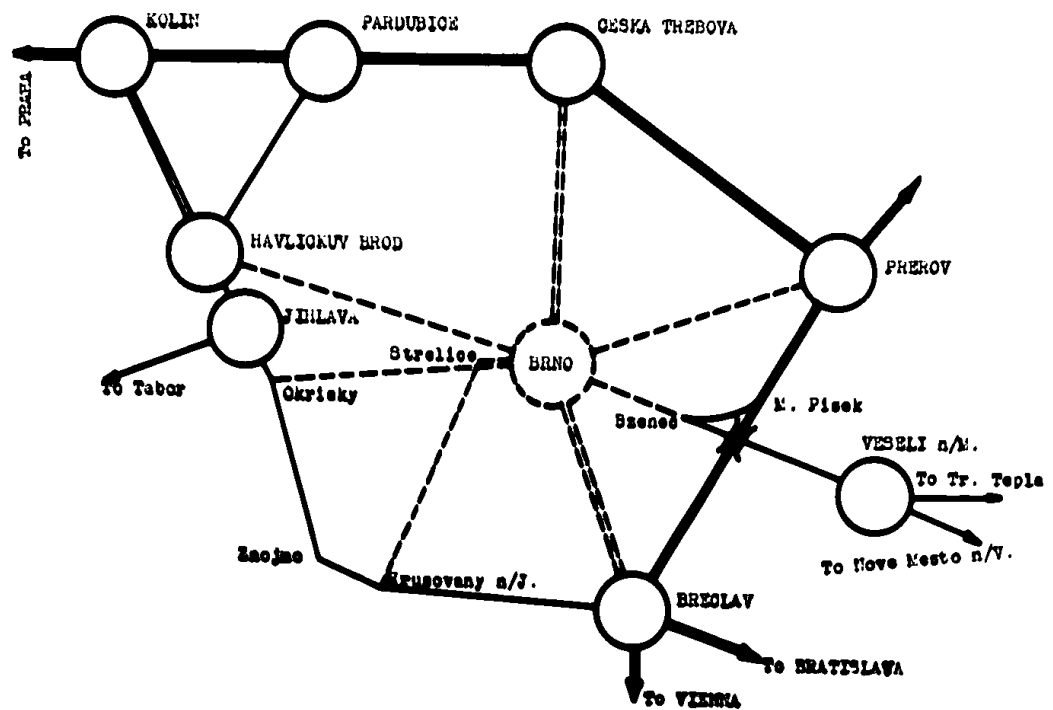


Fig. 11. - ELIMINATION OF CESKA TREBOVA AND JIHLAVA

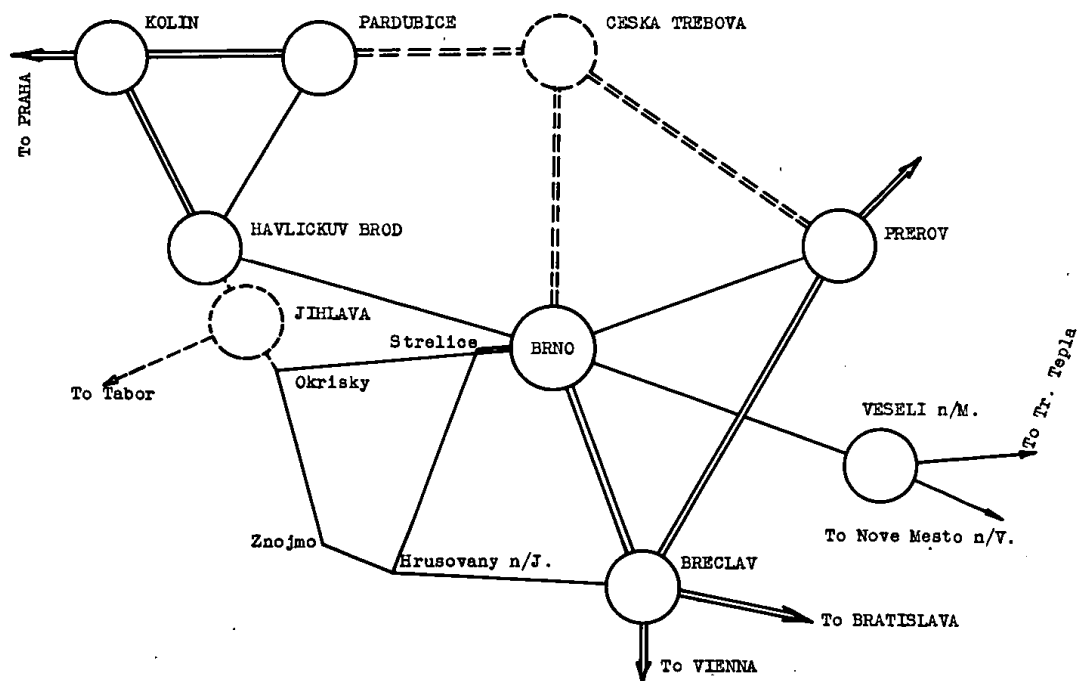


Fig. 18. - ELIMINATION OF OZSKA TREBOVA AND BREGLAV

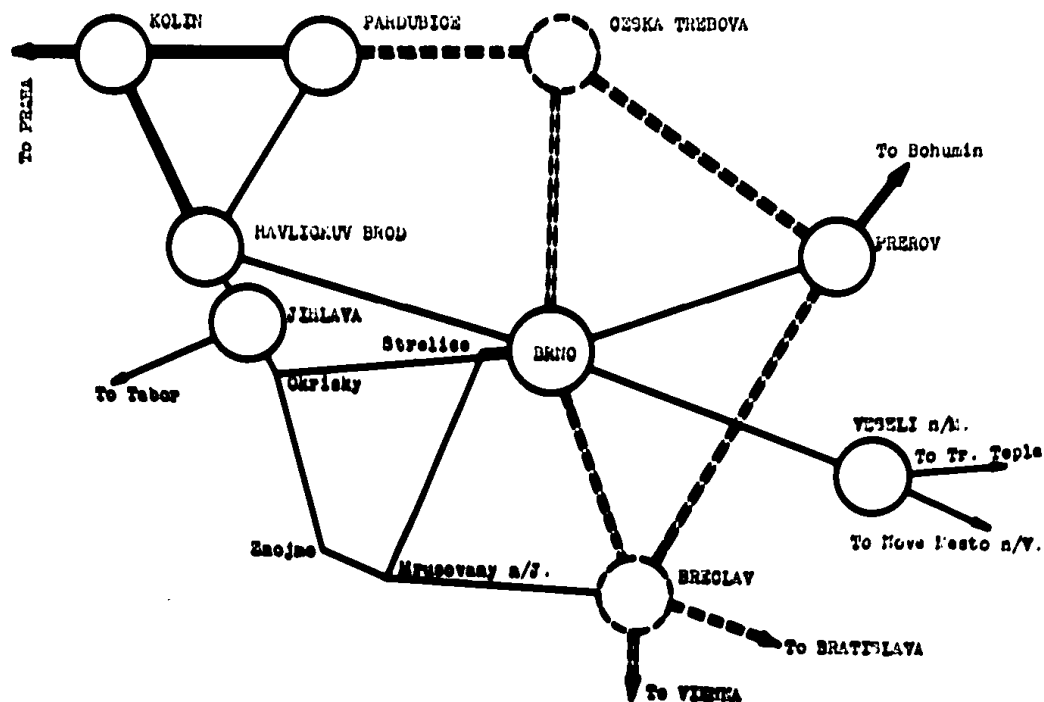


Fig. 13. - ELIMINATION OF BRNO AND BREGIAY

